

SECURITY INFORMATION

COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Jueterbog-Altes Lager Airfield

25X1A

EVALUATION see below

PLACE OBTAINED

DATE OF CONTENT 1 to 29 February 1952

25X1A

DATE OBTAINED

DATE PREPARED

21 March 1952

REFERENCES

25X1A

PAGES 2 ENCLOSURES (NO. &amp; TYPE) 2 - sketches on ditto

REMARKS

SOURCE

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1. In the first half of February 1952, source observed trucks moving toward Jueterbog-Altes Lager airfield. A radio installation consisting of radio truck a wooden cabin, a 10-meter mast and a metal plate about 1.6 x 2 meters was located west of the pond between the church in Jueterbog and Damm airfield, and along the highway to Rohrbeck. The metal plate which lay next to the pond was connected with the radio truck by a cable. It had been observed there repeatedly, but not permanently, during the summer of 1951. The plate was perforated and, apparently, consisted of four plates of equal size which were screwed together and reinforced by a diagonal rib. A bar about 1.8 meters long was fitted on the middle longitudinal rib by means of two rods about 60 cm high. Similar bars, which were polished, were fitted on lower rods on the two outer longitudinal ribs. Telephone lines extended from the radio installation to the airfield of Altes Lager and Damm. \*

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2. Between 10:45 a.m. and 12:15 p.m. on 22 February, source observed from the eastern side of the field that 8 jet bombers with auxiliary fuel tanks were parked along the railroad line and that 9 jet bombers with auxiliary fuel tanks were parked along the northern edge of the field. The 8 aircraft faced the east, and the 9 planes faced to the north. All the planes with wingtip tanks were covered with tarpaulins. Source observed all the aircraft stationed at the field. The hangars were closed. \*\* The landing field and runway were free of snow. There was no flying. The visibility was limited to about 4 km, the cloud base was at an altitude of 500 meters, and there were intermittent rain showers. Work was being done on some fuel containers which lay in the fuel dump in the southeastern corner of the field. Source could not determine whether the containers were to be dug in or out. A telephone line extended from the eastern extension of the runway to the new camp.

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3. On 20 February, about 450 technical personnel, including about 150 officers, were stationed at the field. The strength of the flying and ground personnel could not be determined. A colonel was the ranking officer at the field. A lieutenant colonel was the chief of the air technical unit located in the repair hangar. A hangar and an engine test stand also belonged to this unit which was subordinate to the brigade headquarters in Werder/Havel. \*\*\* Twelve German workers were employed by the unit. Motor vehicles parked in the garages of the repair hangar included trucks and tank trucks with a capacity of about 3,000 liters, and with a capacity of about 2,000 liters.

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4. Three radio installations were observed south of the outlying part of the farm, about 1.5 km east of Maltershausen. The northern installation was surrounded by woods. The southern installation was built into the slope of tree-covered mountain about 50 meters south of the road, while the third installation which consisted of several 10 to 15-meter masts was located in an open terrain between the two other installations, about 50 meters north of the road. The latter installation was occupied by 4 or 6 men who were accompanied by dogs. Several lines extended from the installations to the field.

5. Between 9:15 and 11 a.m. on 23 February, source observed from the eastern and southern sides of the field that 8 type-27 jet bombers were parked along the railroad line; 8 other planes of the same type were parked at a right angle to the first group. The latter eight aircraft faced the north. Two biplanes and a single-engine plane with an in-line engine were in front of the southern hangar. There was no flying.

6. On 22 February, 16 type-27 planes, 1 single-engine plane, and 1 biplane were observed at the field. There was no flying. Trucks [ ]

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25X1B [ ] entered and left the field.

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7. Between 3 and 4:30 p.m. on 19 February, 15 jet bombers with auxiliary fuel tanks were observed at the field. It appeared that all the planes had cannons in their rear gunner's stations. No aircraft numbers could be observed since the aircraft were entirely covered with tarpaulins. No other planes were observed at the field which was entirely covered with snow.

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\* [ ] Comment. This radio installation is the outer beacon of Jueterbog-Altes Lager airfield. The metal plate with horizontal dipoles is probably the same type of installation as observed near the outer beacon of Pinow airfield, photographs of which were previously transmitted. [ ]

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\*\* [ ] Comment. Jueterbog-Altes Lager airfield is believed to be occupied by an air reconnaissance regiment, equipped with type-27 and type-30 planes, and a ground attack regiment equipped with IL-10s. The IL-10s were probably parked in the hangars during the period of observation.

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\*\*\* [ ] Comment. For sketch of repair hangar, see Annex 2. [ ]

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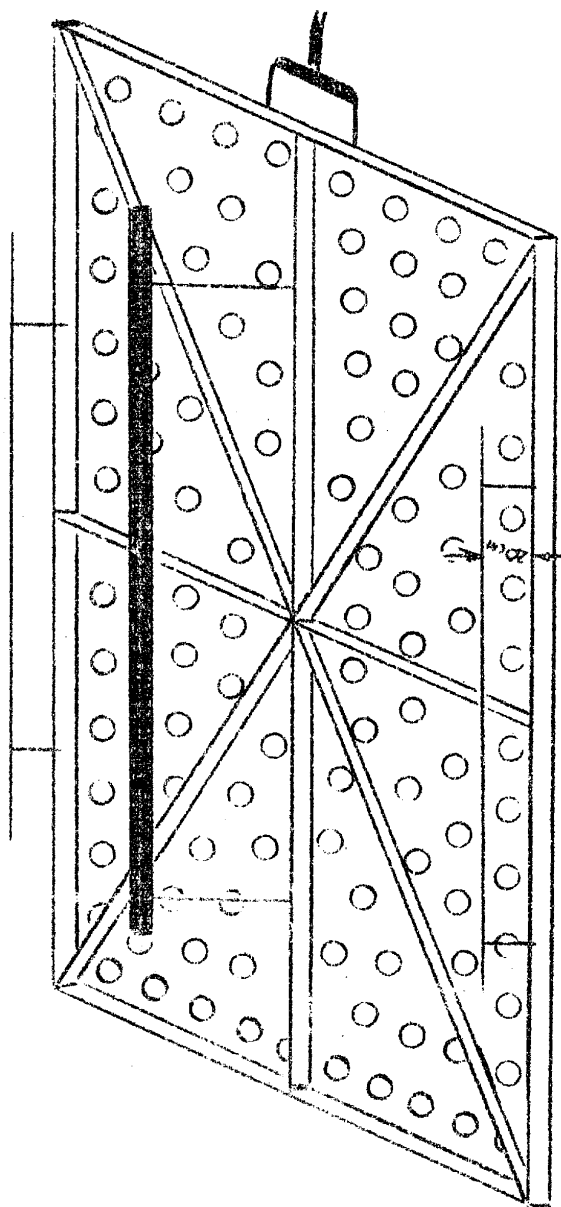
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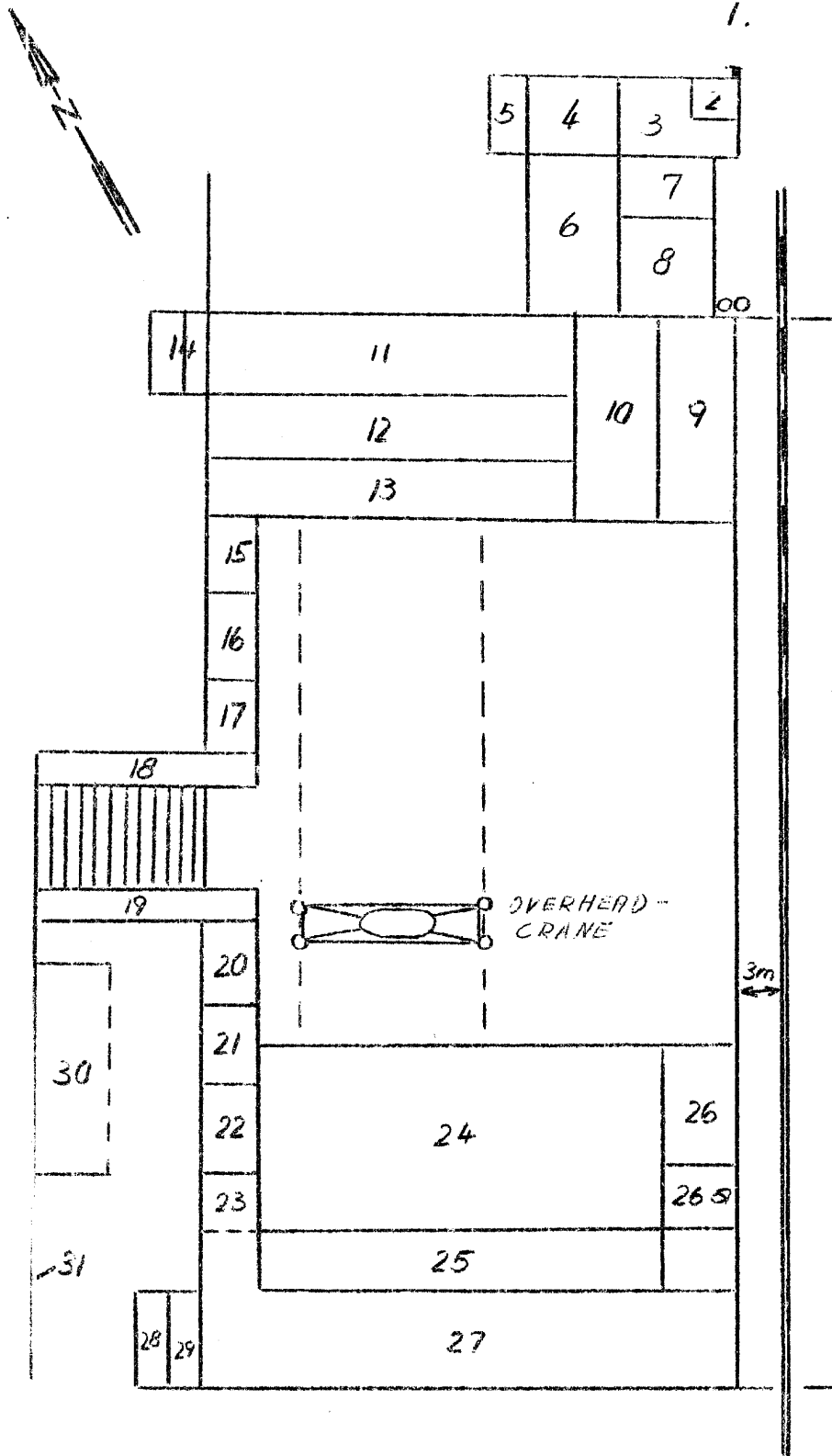
Metal Plate of Radio Installation Near Jøsterbog-Altes Lager Airfield



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Repair Hangar at Jueterbog-Altes Lager Airfield #

1.



Legend, see next page.

not to scale

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Annex 2

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Legend:

- 1 Gate
- 2 Guardroom
- 3 Storeroom for 5-cylinder radial engines for trainers
- 4 Garage
- 5 Storeroom for metal tubes of different profiles and sheet metal
- 6 and 7 Garages
- 8 Compressor station with three compressors
- 9 Paint shop
- 10 Carpenter's shop
- 11 Plumber's shop
- 12 Locksmith's shop
- 13 Turning department
- 14 Welding department for electric and autogenous welding
- 15 Forge
- 16 Showers
- 17 Boiler room with four smokestacks
- 18 Repair shop
- 19 Electroplating station; galvanic chrome coating of aircraft cylinders and turbines
- 20 Cylinder grinding department
- 21 Ventilators and sand blast apparatus department
- 22 Turbine overhauling department
- 23 Engine washroom
- 24 Assembly hall for turbines; off limits to all Germans
- 25 Several rooms for the assembly and testing of engine parts
- 26 Test chamber for overhauled turbine parts
- 26a Test chamber for turbine parts
- 27 Engine assembly hall
- 28 Electric workshop
- 29 Power station with 2 Diesel engines 150 and 75 HP respectively and 2 generators 125 and 75 kilovolt ampere respectively, and a switchboard
- 30 Storeroom for piston engines to be overhauled
- 31 Brick wall 2 meters high